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SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

25X1A

COUNTRY Mexico

SUBJECT Port Information on Puerto de Mazatlan

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(BY SOURCE)DATE ACQUIRED  
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The Office of Naval Intelligence (12ND, No 59-53) furnished the following information to CIA for IAC dissemination in accordance with para 3c of NSCID#7.

1. The harbor at Mazatlan, Sinaloa, Mexico has been almost entirely rebuilt. Two breakwaters now provide a shelter for a canal or passage way which extends upstream to the central harbor area. The canal has been dredged deep enough to allow safe passage of ocean going vessels into the harbor and a dock has been built to the west of the old quay. Railroad facilities have been improved and two new bridges constructed. According to the informants H O Chart 1024 is now obsolete.
2. Two New Breakwaters. Two new breakwaters have been built and extend east and west respectively from Creston and Los Chivos Island. These breakwaters now provide an excellent shelter for vessels going up stream to the harbor's central area. Both breakwaters have been made from shale, rock and material obtained from the surrounding area and according to informant "A" the breakwaters today are gradually being washed away. Informant "B" advised, however, that it would be a number of years before they will have to be rebuilt. See photograph (1) for location of breakwaters. Photographs (6), (7), (8) and (9) for prints of breakwaters. Photograph (1) view of the breakwaters show them extending from Creston and from Los Chivos Island. Latest information indicates that Los Chivos Island breakwater does not extend as far as viewed on photograph (1), but only to the penciled line nearest to the Los Chivos Island, and seen on photograph (1).
3. Canal or Entrance to Harbor Area. In 1951 construction of a new channel or canal which extends from the breakwaters in a northerly direction to the central harbor area was dredged. The canal is deep enough to provide passage for large ocean going vessels and is approximately one hundred twenty-five meters wide and having a depth of nine meters. The informants advise that the safe channel is about eighty meters since the remaining twenty meters on each side gradually slope upward. In the spring of 1953 informant "B" again visited Mazatlan and found that the canal's depths are still the same as those indicated in photograph (5). The canal as originally proposed was to have been built with a slight bend in a south-westerly direction but was built in a straight line extending in a north and south direction. This, [redacted] is the only major change on photograph (1).

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4. Central Harbor Area. The harbor area of Mazatlan has recently been dredged to allow the safe maneuvering of vessels within its area. The turning basin provides four hundred and fifty meters of navigable waters in which ships entering the harbor area can make a turn so vessels may be headed to the south before securing to the newly constructed pier. See photograph (2) for turning basin and for indicated depths. A new pier has also been constructed to the south of the old quay. This pier extends approximately one hundred and sixty meters and is a modern concrete wharf with reinforced concrete piles and precast concrete fenders. See photograph (3) and (4) for the general plan of the transit shed and dock. The wharf is 19.25 meters wide and there is a railroad running on to the pier which can handle cargo directly from vessels. Railroad tracks also are located to the rear of the shed. A large German-made DeMag crane capable of handling between 30 to 40 tons and which originally was used on the old quay now runs on to the new pier and can be used to haul heavy lifts from vessels to shore. See photograph (11) for view of DeMag crane. A dredge recently operated by the Mexican port authorities was sunk off of the old quay and no effort or attempt has been made to remove the obstruction from its resting place. See photograph (11) for view of sunken dredge. The informants advise that the pier and its shed are today in operation, however, construction of freight sheds and other facilities have not been started. A railroad and highway bridge located to the north of the harbor area has been constructed and is presently serving the harbor area.
5. General Information. The future plans for the port of Mazatlan provide for the construction of several new warehouses and sheds which are to be located to the north of warehouse described in paragraph four. However, no time has been announced for their completion. A new oil storage area is planned and will be built on the eastern shore. The section indicated "Area de Relleno" on photograph (1), is now completely filled with rock and shale. This area according to the informants may be used for housing or as an industrial area.

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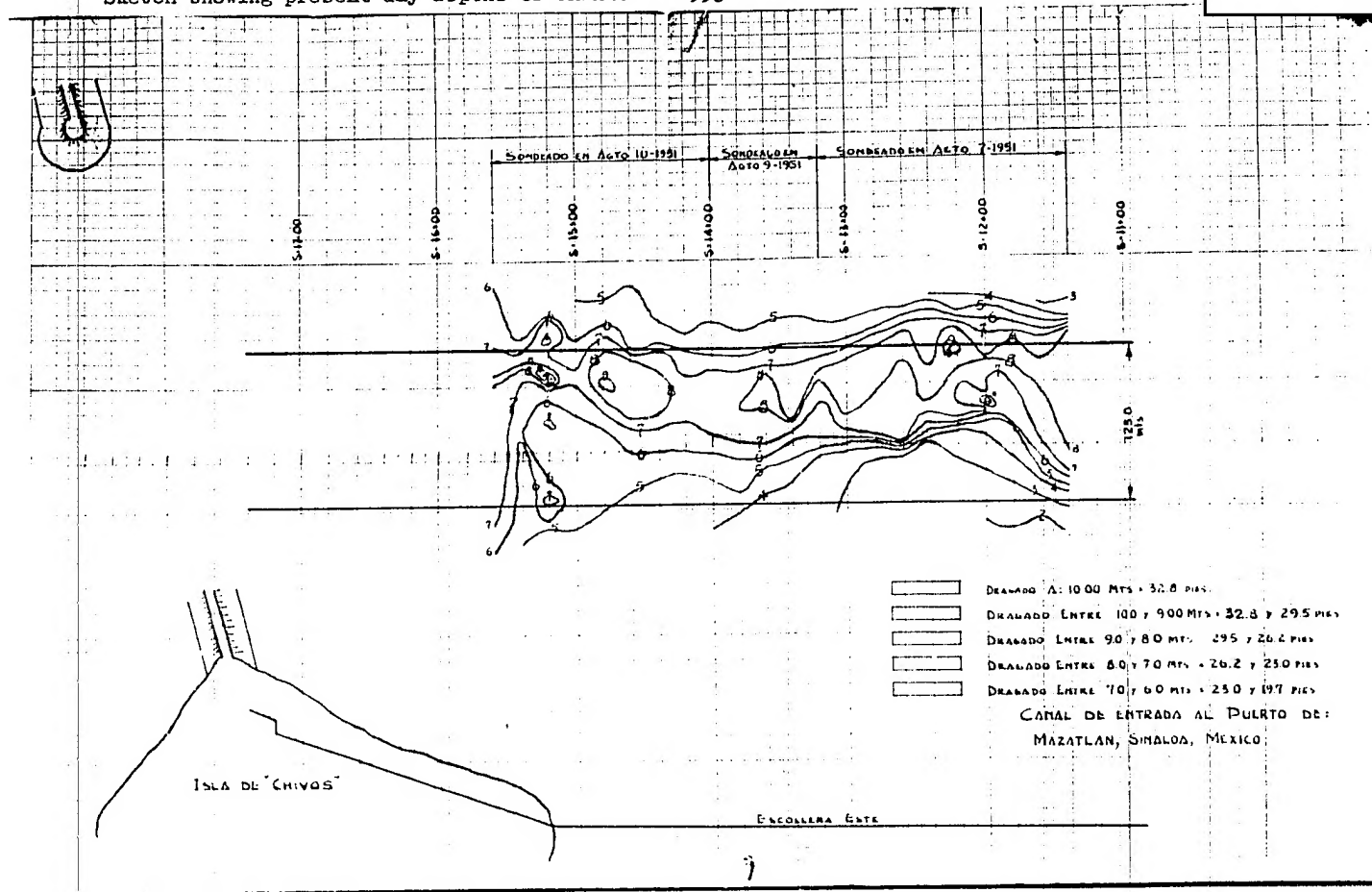
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9 orig photos  
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MEXICO SINALOA PUERTO DE MAZATLAN 23 10 N 106 25 W  
Sketch showing present day depths of channel. 1953.

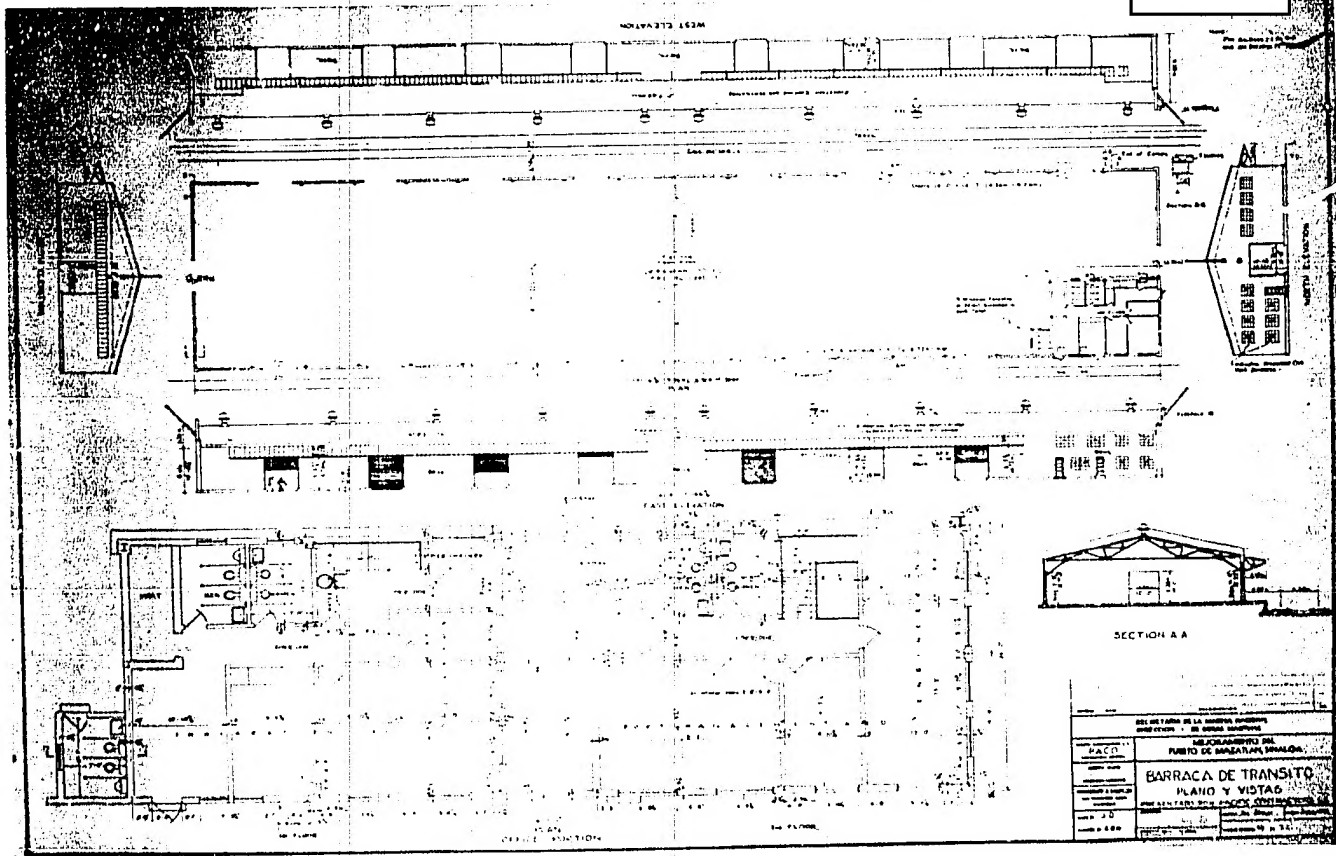
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MEXICO SINALOA PUERTO DE MAZATLAN 23 10 N 106 25 W  
Transit Warehouse. (From original blue print.) 1953.

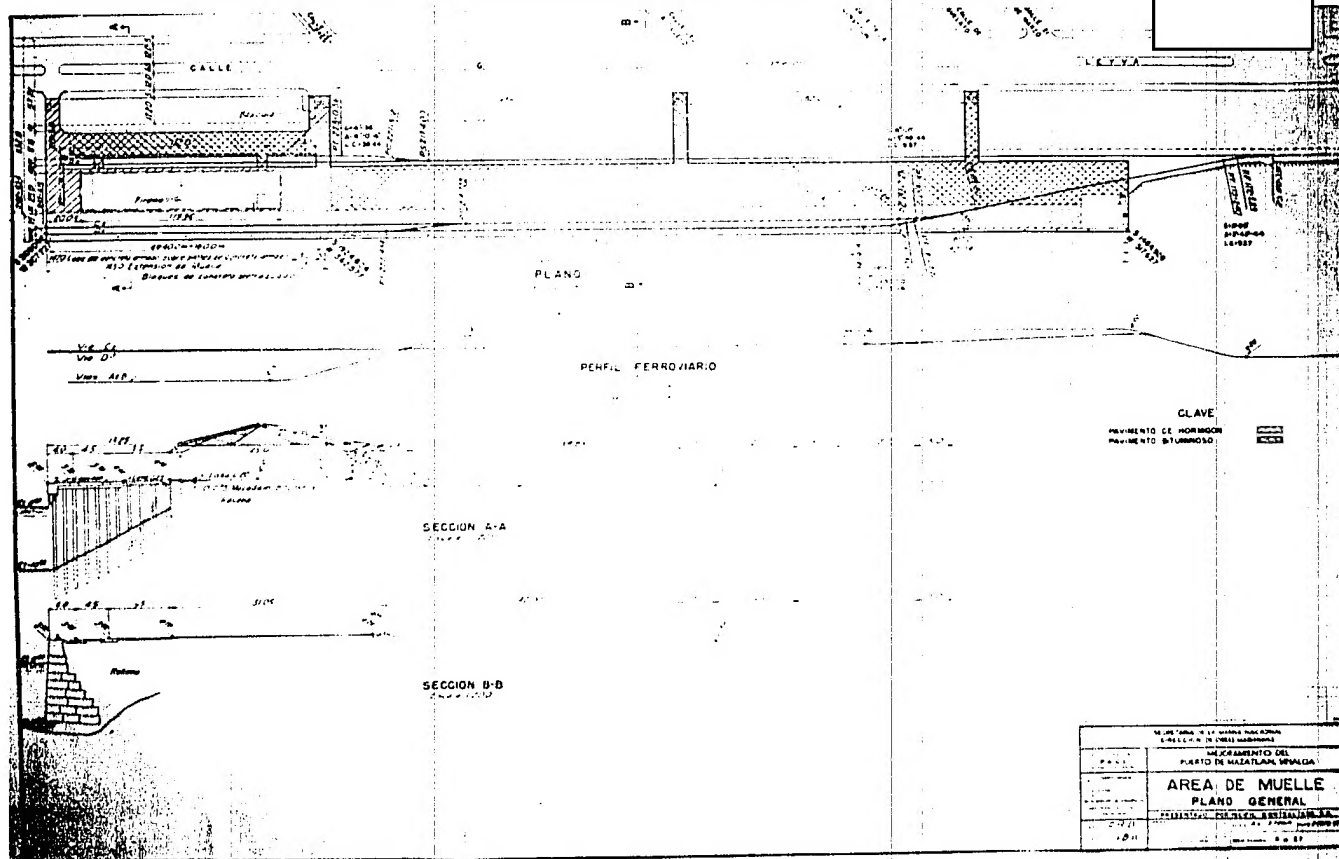
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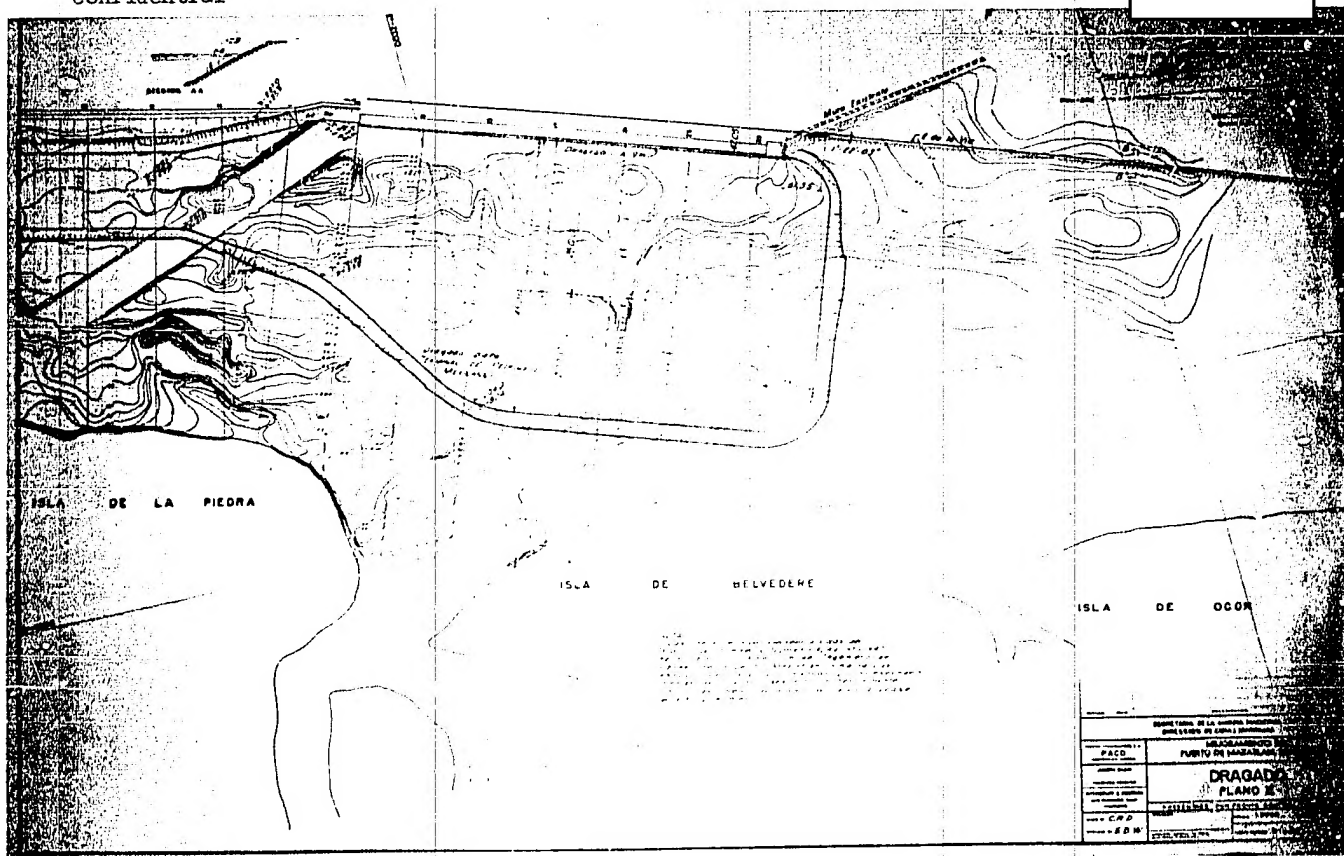
MEXICO SINALOA PUERTO DE MAZATLAN 23 10 N 106 25 W  
Wharf and warehouses. (From original blue prints.) 1953.

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MEXICO SINALOA PUERTO DE MAZATLAN 23 10 N 106 25 W  
 Turning Basin area showing dredged depths. (From blue print.) 1953.  
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